

The Hong Kong Telegraph.

No. 116.]

HONGKONG, THURSDAY, OCTOBER 27TH, 1881.

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Hongkong, 25th October, 1881.

Intimations.

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by Monsieur LOUIS PIRON, aîné;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

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ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

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J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

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215, Wanchai Club.
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Intimations.

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Locks; in leather case, with Shot
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W. G. HUMPHREYS.
Bank Buildings,
Hongkong, 1st October, 1881.

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Hongkong, 1st October, 1881.

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THE
Hongkong Telegraph.

HONGKONG, 27TH OCTOBER, 1881.

Two of our local celebrities have lately favoured the world with contributions to the literature of Railway Enterprise, designed to meet a want among a certain section of the Hongkong community infected with the fever called the "Tramway mania." Mr. Alford's pamphlet has been already noticed to a greater extent than its puerility entitled it. This weak effusion, however, bears the imprimatur of an advertisement, and is, therefore, hardly open to comment. Mr. Danby's "Report" is a more pretentious undertaking, derived from the experience of others, principally in the United Kingdom, which information is wonderfully adapted, twisted and torted, to suit a wholly different condition of place and things.

It must, in *primis*, be clearly understood that we are not averse to Tramways; we only contend that their introduction into the City of Victoria, running through an irregularly aligned, narrow, and crowded thoroughfare, is undesirable—a measure fraught with danger and failure, not likely to benefit the community or remunerate the promoters.

Before entering on any discussion of the subject it may, perhaps, be well to mention that tramways are, for all practical purposes, considered as railways; but whether they are called rail or tramways does not much matter. They have been in use in the mining districts of England, as far as can be ascertained, since the seventeenth century; but the utilisation of steam as a motor only dates from 1781, when Trevithick actually constructed a road carriage propelled by that agency. We learn from a review of the early history of the progress of steam locomotion that, in 1804, the same engineer constructed a locomotive to run on a tramway which was used at Pen Darran, South Wales. "In 1808, he exhibited a locomotive drawing a carriage on a circular rail-road. Blenkinsop tried the plan of toothed wheels on the engine, and a rack cut on the rail, to enable the locomotive to go up steep gradients."

Stephenson's attention was directed to the subject in 1814, at which time several engines were in use on tramways in his neighbourhood, and he constructed an engine of the smooth wheel type, which was tried on the Killingworth Railway with success. The immense development of the British and other Railway systems, and the great improvements effected in steam locomotives are too recent and well known to require description. They play a conspicuous part in the history of the past half-century. We have adduced this historical summary to show that, although the advan-

tages of tramways were known for a long period, their introduction into towns is only a matter of recent date, and even now to a comparatively insignificant extent compared with the immense growth of railways.

To revert to Mr. Danby's brochure, the opening page is rather far-fetched, and the figures quoted rather weaken his ground, if anything than otherwise; for, taking into consideration the large number of towns in the United Kingdom with populations exceeding and approaching that of Victoria, their higher civilisation and general advancement, 368 miles of street tramways is by no means a conclusive figure of their appreciation of this mode of conveyance, or evidence of its being "a great success," an "actual necessity" (!) In London, alone, there is far more than that length of street roads; and when we take the fact that in 1879 there were 418 more licensed vehicles plying for hire in the streets of London than in the previous year, Mr. Danby's assertion that tramways "are now the accepted means of cheap and regular transport in all large towns," appears rather dubious, and gives grounds for receiving his statements *cum grano salis*. This is further instanced in India, which, being an Asiatic country under British rule, will better serve our purposes of comparison. In the city of Madras, which was acquired in 1639, and which is built on a plain, covering an area of 30 square miles, with a population of 700,000 souls, tramways are as yet unknown, and more than a score of other large towns might be enumerated with populations twice and thrice that of Victoria where like conditions obtain. In Calcutta they were tried and abandoned, but have been recently again introduced—to connect a railway terminus with the shipping, and a densely populated suburb with the business centre of the town. It is only in those places where tramways are made to subserve these and similar objects—all else being favourable—that they have given satisfaction and proved successful. Merely running through a busy thoroughfare will not accomplish these ends. The success of the American tramways generally may be summed up in a few words: the sites of the towns have been selected and the streets laid out by the most intelligent, go-a-head community in the world, always with "an eye to business," and they have profited largely in doing so by the experience of older countries. It is only necessary to notice some of the tramways in operation in a few of the leading towns of the continent of Europe before closing our paragraph on this sub-head. In Milan, there are 200 miles of tram rail branching out from the city on every side along fifteen of the principal roads, and running in some cases as far as thirty miles into the country, and in Turin "the tramways run through and around the city to a country resort seven miles from it." We know, as a fact, that one of the most scientific military powers in the world, Prussia, has prohibited the construction of any railway with such curves as must be unavoidably used in Victoria. These instances will suffice to show that statements *re* continental and other tramways should be received with caution, and are capable of bearing a very different signification from our locally proposed schemes.

Mr. Danby's procedure is simply this: two fixed points and a fixed route having been given him, he has to meet objections to, and defend the selection, which, *volens volens*, must be upheld. We are not, therefore, surprised on reading the following sentence in his Report:—"It has been evident for some years past that the City of Victoria is unusually favourably adapted for the introduction of Tramways, not only owing to its configuration and the easy gradient of its principal street, but also owing to the immense passenger traffic along Queen's Road,

which is incessant from early morning to late at night; and most of it being in an east or westerly direction." This is an unique combination of nonsense, supposition, and inaccuracy—we use the latter term with reserve, as Mr. Danby is apparently laboring under an optical illusion. The crowded and busy thoroughfare, referred to, Queen's Road, is fed by the immense lateral traffic—down-hill and from the Praya—which has only a limited longitudinal circulation; and we are at a loss to conceive whence the data could be drawn for basing expectations on the proposed tramway project. Mr. Danby desires to make traffic. He coolly proposes to supersede the jinrickshas, consign them to Limbo; and ignores water and other competition. The steam-launches to Kowloon ply for five cents the trip, and we doubt whether tramways could cover the same distance on land with equal profit. It is further very doubtful whether a large proportion of the inhabitants of Victoria "would gladly pay for a ride in a comfortable tram-car," which involves waiting, routine, and walking—for we presume passengers will not be taken up and dropped—*a volente*; whereas a jinricksha or chair is always available, travels sufficiently fast, gives no trouble, and perfectly safe for ten cents the half-hour! We may here mention that the fares charged on the Italian tramways already named are 2½ and 1½ cents, respectively, for first and second class per mile; but distance or the great length of lines is the chief paying factor there as elsewhere.

The objection which Mr. Danby raises to the line of route proposed by what was once a rival Company might with greater justice be made to apply to that which it is his especial province to advocate; and in his over anxiety for fault finding, he commits himself to certain inconsistencies which show that the "configuration" of the city is not altogether quite so favourable for tramways as he would have people believe. However, we may allay his apprehensions and those of others as regards steep gradients and sharp curves: the Darjeeling tramway has just been completed in India, on a two feet gauge, which ascends 7,400 feet in 50 miles, and mounts gradients of 1 in 21, round curves of 70 feet radius. (This line, with all difficulties, only cost £3,000 per mile.) But, in such works, the engineers are untrammelled, and they are not restricted to the narrow limits which prevail within the confines of a town or city. This is apparent, even here, where Mr. Danby asks to reduce the 9ft 6in. Board of Trade margin from kerb to rail, the object of which is "safety"—to protect high buildings from the vibration which would be induced by the motion of a 10 or 12 ton locomotive, and possible contingencies from derailment and other sources of accident. Considering the great variety of permanent way in use throughout the world, all laying claim to advantages, and some of them connected with the greatest professional names of the day, it is rather amusing to find one who has never, perhaps, seen a rail laid, proclaiming the superiority of one particular patent, and trenching upon the domain of rigid dynamics to support it.

We are not disposed to follow Mr. Danby through his quotations; but, before concluding, we will give him and his patrons one in return, which we would recommend them to seriously digest. In a pamphlet entitled "Steam Tramways for India," by Mr. Claud St. Vincent, published "under official sanction," the general conclusion arrived at is, that it would "be difficult to make a short line a paying concern, unless there was an exceptionally heavy traffic, and any town so situated that wished to possess the luxury of a tramway, would probably have to pay for it, by contributing a fixed yearly sum to the Company's receipts." So much for India—then, *a fortiori*, China!

His Excellency the Governor has consented to lay the foundation stone of St. Joseph's College, and the ceremony will take place on Thursday, the 3rd proximo.

Amongst the officers that have been successful at the recent examination for the Staff College, to be admitted in February next, we notice the name of Captain Ernest Edward Swaine, 2nd bat. Royal Inniskilling Fusiliers, late 108th Madras Infantry.

We are informed that Major Moore-Lane, whose arrival we noted yesterday, is brother to Captain Moore-Lane, late of the "Slashers." The Major belongs to the R.A. and comes out to relieve Lieutenant-Colonel Rooke, who proceeds to Malta by the next English mail.

We regret to have to record the death of Captain Kameena, of the German brig *Turtar*, who died last night from an attack of rheumatic fever. Captain Kameena, who has been in very indifferent health for some considerable time past, will be much regretted by all who had the pleasure of his acquaintance.

The Foochow *Herald* hears on good authority that Commodore Schufeldt, of the American navy, is already engaged by the Viceroy Li as Naval Adviser, and probably also as Admiral of the Chinese fleet. The French Captains, who were such "white elephants" on the hands of the Viceroy, are to go South.

We learn from Tientsin that the clause prohibiting opium dealing has been inserted in the new Brazilian Treaty just made. Another clause is to the effect that a Chinese officer of justice can search or enter a Brazilian house or ship in pursuit of a criminal. This is an attempt to insert the thin end of the wedge.—*Foochow Herald*.

We observe in an account of the inaugural cricket match played on the new ground at Foochow, which appears in the *Herald* of the 20th instant, that our Hongkong "crack," Mr. Munro, especially distinguished himself, scoring no less than 67 out of a grand total of 132. From this it would appear as if the best batsman in the Far East still retains his grand old form.

"Fusiliers" used to be soldiers armed with the now almost mediæval weapon known as a "fusi," which is still preserved in our museums and other depositories of obsolete arms, and the name has been perpetuated in certain old regiments after their "occupation" was "gone." Within the last few years the mystic title has, very sensibly, been dropped by the Scots Guards; but distinctions are often fearfully and wonderfully made; and now, for the first time, the good old corps, the 27th, or Inniskilling Regiment, has just been made the victim of the same enachronism, and is henceforth to be known as the "Royal Inniskilling Fusiliers." But amongst "modern antiquaries" there can surely be nothing more exquisitely grotesque than the Queen's Scottish Bodyguard, with their long bows, which, as their questionable history shows, are scarcely relics of the past, but brand new articles of the present century, for which a popular explanation has been zealously worked out.—*Broad Arrow*.

Proselytizing among the Chinese is time thrown away, as missionaries in their country are well aware. It is a fact that every Chinese convert to our form of religion has cost half a million dollars, and it is doubtful if many of them have really experienced any change of heart. The success of a San Francisco lady in converting her servant, is a good illustration. She taught Ah Lee some of the forms of faith, and brought him to that state of mind that he avowed his love for the Saviour, but at last Ah Lee struck for higher wages, and when his demand was refused, he indignantly exclaimed: "You no pay me four dolla haf, me no go Sunday school. You tink me love Jesus allee same tlee dolla hap evly week you heap dlam fool; you savvy?" The lady did "savvy," but it was useless to attempt Ah Lee's conversion except on a pecuniary basis, and, in time the Brooklyn missionaries will reach the same conclusion, and turn their attention to the civilized heathen of the crowded cities.—*Globe*.

The Occidental and Oriental S.S. Co.'s steamer *Gaelic* will be undocked at Aberdeen this afternoon. H.M.S. *Comus* goes to the Cosmopolitan Dock to-morrow.

The Board of Trade has published statistics of accidents which have occurred on the British rail and tramway systems during the year 1880. These showed 1,136 killed and 3,958 wounded.

We do not remember to have seen the following Reuter's telegram in its entirety, which appears in the *N. O. Daily News* of the 19th instant, in any Hongkong paper:—"London, 17th Oct. Mr. Dillou has been re-arrested. There has been a serious disturbance at Li-morick, but the rioters were dispersed by the military. The Ameer's troops have arrived at Herat."

According to the *Herald*, official information has been received by the Tartar General at Foochow relative to the fight with pirates at Ningpo, where-in Captain Yip Ah Foo was killed. The report to the Tartar General states that Captain Yip Ah Foo was not only beheaded, but that his body was also quartered, and that the pirates had only returned one half of the body of the deceased.

We have received from Messrs. Lane, Crawford & Co. a specimen copy of Lett's Office Diary and Almanac for 1882. It is a very complete, and well got up work, containing a mass of valuable information, as well as affording ample space for written memoranda. In addition to a whole page closely ruled for every day in the year, and the usual columns for current expenses there are new features in a page for books, &c., lent, and a specially prepared tablet for memoranda to be written either with slate or lead pencil. Lett's Diaries, of which Messrs. Lane, Crawford & Co. have a very large and varied stock, have become quite a *vade mecum* for the household as well as for the office.

What will our aspirants to histrionic fame in this select home of soft-sawdier so-called dramatic criticism, where every lady is said to be equal to Helen Terry, and far superior to Marie Wilton; and every gentleman is indiscriminately lauded to the skies as an actor to the manner born, think of the following critique, which appears in the *Sydney Bulletin* of the 3rd ulto, &c.—"On Tuesday last the Victoria Dramatic Club gave an entertainment at the School of Arts. The performance consisted of the 'Momentous Question,' the third act of 'Othello,' a musical olio, and the 'Dumb Maid of Genoa,' all this sandwiched by musical earthquakes perpetrated by the Victoria Bass Band. We saw the 'Momentous Question,' we saw 'Othello,' we heard the musical olio, we beheld the 'Dumb Maid of Genoa,' and the result of the whole in our brain is—confusion. The exhibition would have been very funny, had it not been very painful. The performance took place amidst a whirlwind of shrieks, yells, hisses, and cat-calls, the whole constituting a *vacarme* that has never been heard since Mr. Elkens last addressed the electors. In the first piece, Miss—well, we are too gallant to give fair young creature's name—appeared in a red petticoat and a Garibaldi that looked as if it had been washed ashore from the wreck of the *Eric the Red*. When we know that neither the Smiths nor the Romanys are performing, we do not look for ethereal beauty in the exponents of the various characters; but, certainly, when a lady appears as 'the beauty of the village,' the size of whose shoes is apparently large thirty-sixes, we think that we shall not be termed hypercritical if we state that it required a very large amount of forbearance on the part of the audience to prevent their indignation taking the form of orange-peel. As it was, at the close of each act, and of each item in the programme, the performers were hilariously called before the curtain, and enthusiastically booed, the lady who had left her teeth at home coming in for a large share of public attention. To individualise would be cruel, but we may state, generally, that if we had the option between going to Quarantine and sitting out another performance of the Victoria Dramatic Club, we should most unhesitatingly go down the harbour."

CHAIR AND BOAT HIRE.

Legalised Tariff of Fares for Chairs, Chair Bearers, and Boats, in the Colony of Hongkong.

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Half hour, 10 cents.
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Three hours, 50
Six hours, 70
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Four Coolies, \$1.00
Three Coolies, 0.85
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Two Coolies, 40
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Two Coolies, 0.70
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For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip } Peak, ...\$0.75 each Coolie
(12 hours) } Gap, ...\$0.60 each Coolie

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3rd Class Cargo Boat or Hakau Boat of 300 piculs, per day, \$1.50
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Load, \$1.00
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Half day, \$0.50

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" Half-an-hour \$0.10
After 6 P.M., 10 cents extra.
Nothing in this Scale prevents private agreements.

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One Day, 33 cents.
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Three Hours, 10
One Hour, 5
Half Hour, 3
Nothing in the above Scale is to affect private agreements.

For Sale.

FOR SALE.

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Will be sold a bargain.

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DE SOUZA & Co.

Hongkong, 15th June 1881.

R. FRASER-SMITH,

PUBLIC ACCOUNTANT,

ARBITRATOR,

AND

COMMISSION AGENT.

CLUB CHAMBERS, HONGKONG.

NEW DIRECTORY FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES,

FOR THE YEAR 1882,

WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Ponaug, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *va de mecum*.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

\$10 per page in Hongkong, and \$12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF LONG, by FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed. Blocks of any description will be inserted, but these must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such Directory has ever been published either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong, October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—No. 1 extending from Green Island to the P. and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Government Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to Kellett's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Anger Head	3	Oct. 7	Roper	British	1299	D. Lapraik & Co.
Atalanta	2	Oct. 24	Pfaff	German	717	Siemssen & Co.
Avoca	2	Oct. 25	Hassall	British	904	P. & O. S. N. Co.
Bengloe	3	Oct. 26	Webster	British	1198	Gibb, Livingston & Co.
Chinkiang	3	Oct. 27	Orr	British	799	Siemssen & Co.
Conquest	1	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Devonshire	4	Oct. 24	Pervis	British	1513	Russell & Co.
Emuy	3	Oct. 27	Antusar	Spanish	222	Remedios & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Gaelic	1	Oct. 19	Kidley	British	1712	O. & O. S. S. Co.
Gwallior	2	Oct. 26	Adamson	British	1719	P. & O. S. N. Co.
Hoihow	3	Oct. 27	T. Shaw	British	896	Butterfield & Swire.
Japan	* Oct.	6	Gardner	British	1865	D. Sassoon, Sons & Co.
Joloano	3	Oct. 11	Marquez	Spanish	664	R. Mourente.
Kiang-ping	3	Oct. 19	Holms	Chinese	392	C. M. S. N. Co.
Kiang-chow	2	Oct. 10	A. Love	British	189	Chinese.
Kwangtung	3	Oct. 25	M. Young	British	674	D. Lapraik & Co.
Ocean	2	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Patroclus	3	Oct. 27	White	British	1600	Butterfield & Swire.
Planimeller	2	Oct. 27	McKenzie	British	1195	Ban Hin & Co.
Rajanattianuhar	2	Sept. 21	Hopkins	British	933	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun-on	2	Oct. 25	Plumenberg	Annamese	136	Shun Wo Yuen
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Takasago Maru	3	Oct. 23	C. Young	Japanese	1230	M. B. M. S. S. Co.
Vorwaerts	2	Oct. 25	Evers	German	612	Wieler & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adele	4	Oct. 18	Logemann	Ger. bark	1132	Melchers & Co.
Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Brema	3	Oct. 23	Timpe	Ger. bark	360	Wieler & Co.
B. H. Sternken	2	Oct. 18	O. Meyer	Ger. brig	235	Melchers & Co.
Cladell	3	Oct. 19	Stewart	Br. 3-mach.	245	Kong Kee.
Clara	3	July 20	Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3	July 22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Dharwar	4	Oct. 21	Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phinney	5	Sept. 14	J. Berry	Amer. bark	751	Carlowitz & Co.
Ellen	3	Oct. 19	Hodge	Brit. bark	499	Ghee Aik Hong.
Elvira Dorale	1	Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Esperance	3	Oct. 19	Normant	Fren. bark	272	Carlowitz & Co.
F. de Losseps	4	Oct. 16	Matel	Fren. bark	480	Carlowitz & Co.
Gustav	4	Oct. 18	Raben	Ger. bark	656	Siemssen & Co.
Gustav & Oscar	1	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Helicon	5	Oct. 5	Howe	Amer. ship	1199	Captain.
Hindustan	* Sept.	10	Belyea	Brit. ship	1547	Captain.
Hope	4	Oct. 7	Cutty	Amer. ship	737	D. Lapraik & Co.
Iceberg	4	Sept. 24	C. F. King	Amer. ship	1177	Siemssen & Co.
Kassa	2	Oct. 23	Brown	Brit. bark	312	Chinese.
Kim Soon Hoat	1	Aug. 16	P. Beng	Siam. bark	208	Chinese.
Laurens	4	Oct. 7	A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4	Oct. 17	D. W. Corning	Brit. ship	1391	Captain.
Mario Alfred	3	Oct. 19	Bregson	Fren. bark	308	Chinese.
Mary L. Stone	3	Sept. 5	A. D. Field	Amer. ship	1458	Russell & Co.
McNear	4	Oct. 21	Taylor	Amer. ship	1265	Captain.
Morning Star	3	—	Michaelson	Siam. bark	570	Chinese.
Phoenix	1	Oct. 7	F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2	Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4	Oct. 7	Watson	Amer. bark	1019	Arnhold, Karberg & Co.
Rogulus	4	Oct. 17	S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5	Sept. 14	Smith	Amer. ship	1652	Jardine, Matheson & Co.
Spartan	5	Feb. 6	Vincent	Amer. schr.	81	W. H. Bay.
Souvenir	4	Oct. 16	Williams	Brit. bark	482	Captain.
Star of India	2	Aug. 19	H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4	Sept. 16	Swain	Amer. bark	1102	Russell & Co.
Syren	2	Oct. 5	Braun	Amer. ship	875	D. Lapraik & Co.
Tartar	2	Oct. 22	Kaemena	Ger. brig	255	Melchers & Co.
The Twoed	2	Aug. 8	J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5	Sept. 22	O. M. Norris	Amer. ship	1220	Geo. R. Stevens & Co.
Twilight	5	Sept. 27	Westland	Amer. ship	1303	Arnhold, Karberg & Co.
Velocity	2	Oct. 23	R. Martin	Brit. bark	490	Pastac & Co.
Wagrien	2	Aug. 26	Dibbern	Ger. schr.	179	Captain.
Wega	5	Oct. 5	A. Leopold	Ger. ship	1115	Melchers & Co.
Wrecker	4	Oct. 13	Henderson	Am. lorcho	85	Captain.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Agents or Agents.
Iohang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Bonning	British	1061	H. O. & Macao Steam-boat Co.
Kiang-ping		Chinese	360	China Merchant S. S. Co.
Powan	A. G. Carey	British	1890	H. O. & Macao Steam-boat Co.
Spark	Lefavour	British	140	H. O. & Macao Steam-boat Co.
White Cloud	Hoyland	British	652	H. O. & Macao Steam-boat Co.
Yolani	McDougall	British	250	Kwok Acheong & Sons.